

FLYER MEETS DEATH AFTER PLANE FALLS ON ELECTRIC WIRES

Sergeant H. S. Peterson Victim
When Machine Drops
Near Fair Grounds.

LIEUTENANT J. E. JAMES,
PILOT, ESCAPES INJURY

Soldier, Unhurt by Fall, Is Elec-
trocuted When He Comes in
Contact With Current.

STARTED TO LANGLEY FIELD

Tail of Airplane Catches in High-
Tension Lines as It Ascends
for Return to Hampton.

Escaping death when the airplane in
which he was riding plunged to earth
at the State Fair Grounds here, Ser-
geant H. S. Peterson, aviation mechan-
ic, was killed by a high-tension electric
wire. The machine, a biplane, was on its
return trip to Langley Field, less than
a minute after it had taken off from
a part of the machine caught in the
electricity, and was almost instantly
killed.

When the airplane fell its tail
caught upon a high-tension electric
wire. This current charged every pos-
sible part of the machine, and although
Sergeant Peterson escaped injury, the
Lieutenant James, who was in the
plane, was electrocuted.

His companion, Lieutenant J. E.
James, who was piloting the car, es-
caped unhurt.

The accident took place at 3:20
o'clock yesterday afternoon as the fly-
ers were making their start for a
return trip to Langley Field. The plane
had landed at the Fair Grounds early
in the day, having been damaged by a
fall from the air. The machine failed to
attain the proper height, and the tail
caught in the high-tension wire just
south of the Fair Grounds.

When the machine struck the wire it
crashed to earth, tearing down a
great string of the current-carrying
wires. Sergeant Peterson was first to
unbuckle himself from his seat and step
from the machine. Lieutenant James, ac-
cording to the report from military head-
quarters at the Fair Grounds, was just
behind him, and fell a short distance
as he descended from the machine.

WARNED AGAINST CURRENT

Peterson was instantly warned to
stay away from the car by the officer,
but almost immediately after the warn-
ing he stepped from the machine and
into contact with the electricity.

At the same instant the plane took
fire. Peterson, barely alive, was taken
in a private automobile and sent to
Stuart Circle Hospital, but before the
car arrived at the hospital he had
expired.

Members of the quartermaster's de-
partment of the Richmond Training
Center, who were on duty at the time,
succeeded in extinguishing the burning
airplane, although it was entirely de-
stroyed. Lieutenant James, who is re-
ported to be one of the crack flyers at
Langley Field, having been an aviator for
five years, with Sergeant Peterson as his
mechanic, flew from the aviation
branch of the Army at Fort Belvoir,
Ill., and was assigned to the training
center at Richmond, Va., to instruct
in the repair of aircraft.

NOTORIOUSLY DROVE

After the officer and his mechanic
had repaired the damaged machine,
which was used by the commanding
Lieutenant Sever, the latter took the air
at 3:10 o'clock for the return trip to
Langley Field. Lieutenant James, who
was to follow him, was to follow im-
mediately, and within a few minutes
the two flyers were seen in the sky.

This plane caught on the electric
wires, which prevented the machine
from rising and it is thought the pri-
mary cause of the accident.

Sergeant Peterson's body was re-
moved from Stuart Circle Hospi-
tal to the A. W. Bennett
morgue, Belvidere and Broad Streets,
Richmond, Va., where it was viewed
by City Coroner J. M. White, who
attributed the death to electrocu-
tion, burns on the hands plainly
indicating that the machine was
on fire.

Further disposition of the body will
be left to the authorities at Langley
Field, as the plane is expected to be
removed from Richmond to-day.

PETERSON'S HOME IN ST. PAUL

It was stated last night that Ser-
geant Peterson's home was at 848 Ray-
mond Avenue, St. Paul, Minn. He was
unmarried and about twenty-three
years old. Enlisting in the aviation
branch of the Army last March, he was
sent to Kelly Field, Tex., for training.
During April he returned to St. Paul,
where he took a course in aviation me-
chanics school. Early in September
he was assigned to Langley Field,
where he had been an expert mechanic
according to reports.

**TWO ARMY AVIATORS LOSE
LIVES IN CAMP RIVER**

FAYETTEVILLE, N. C., January 8.—
Lieutenant Harley H. Pope, of Red-
ford, Pa., and Captain M. J. Tuck, of
Providence, R. I., are believed to
have lost their lives by drowning in
Camp River about two miles south
of Fayetteville. Soldiers from Camp
Harris shortly after noon yesterday
were raising the machine from the water,
but failed to find the missing aviators.
The two aviators were on their way
to Camp Jackson, Columbia, S. C.,
where they were to be assigned to duty.
They were seen flying over Fayetteville
late yesterday afternoon, and it is
stated that they intended landing here
to spend the night.

A man who lives near where the
machine fell heard cries for help last
night, and rushing to the river bank,
saw the airplane crash into the water.
Nothing was seen or heard of the oc-
cupants of the machine and it is con-
sidered almost certain that the aviators
were thrown into the water and
drowned.

This afternoon the river was being
dragged, but no trace of the bodies
has been found.

SUGGESTS ROOSEVELT CANAL

Lieutenant-Governor of Massachusetts
Proposes Renaming of Panama
Waterway.

BOSTON, January 8.—Lieutenant-
Governor Cox sent a telegram to Sen-
ator Lodge to-day asking him to in-
troduce in Congress a resolution pro-
viding for the changing of the name of
the Panama Canal to the Roosevelt
Canal.

"In this manner," said Lieutenant-
Governor Cox, "there would be linked
together for all time the name of this
great American leader and the great
American contribution to the world."

Why Great Britain Does Not Demobilize

LONDON, January 8.—Premier Lloyd George to-night made the following statement in response to the general outcry against the delay in the British demobilization:

"Although the fighting has stopped, the war is not over. The man armies are not yet demobilized. They are still very powerful. No one can tell what the Ger-
mans will do, nor whether they will agree to the terms of peace, espe-
cially as regards reparation. It is imperative that we maintain a strong army on the Rhine. Impatience now might lose in a few weeks what it has taken years of heroism and sacrifice to gain.

The demobilization is being speeded as much as possible. Consistent with this, 300,000 already have been demobilized."

HEROES OF THE MARNE RETURN TO U. S. SOIL

Three Thousand Lustily-Lunged Sol-
diers Are Landed at New-
port News.

MANY WOUND STRIPES

Casual Company, Comprised of Vir-
ginians and Carolinians, Among
the Party on Board the Returning
Transport.

[By Associated Press.]

NEWPORT NEWS, Va., January 8.—
Every light ablaze, bands playing and
with nearly 3,000 lustily-lunged sol-
diers and sailors lining the wharf and
rolling out cheer after cheer, big army
transport Konink der Nederlanden
(King of the Netherlands) steamed
into port to-night from Bordeaux,
France. She has on board two casual
companies of the One Hundred and
Twenty-fifth Field Artillery, and a
score or more of officers, among whom
is Brigadier-General S. M. Foote,
Marine Corps, and Captain Robert
Briggs, of the Sixty-third
Brigade and his staff. The marine
companies are made up of men from
various companies of the Fifth and
Sixth Regiments, Second Division, who
last May stopped the Germans at the
Marne, and then fought their way
backward, beginning at Chateau-Thierry, in the final and decisive
battle of the war. These men, under
command of Captain Briggs, were
Duane, marine corps, of New York,
were among the first American troops
sent to France in 1918. They have
been wounded and many of them wear
two or three wound stripes. They will
be taken to a hospital at Newport News
to-morrow. None of the units
aboard will disembark until morning. The
casual companies have been in the
line for several days and out of
the "limb" of the rest of the way to
France.

**FIELD ARTILLERY AMONG
THE TROOP CONTINGENT**

The One Hundred and Twenty-fifth
Regiment of Field Artillery, as well as
the One Hundred and Sixty-third
Brigade Headquarters, are composed of
men chiefly from Minnesota, the reg-
iment formerly has been the old Third
Minnesota Infantry Regiment. Lieu-
tenant-Colonel Franklin W. Matson, of
Kansas, is in command of the reg-
iment, and other officers include Majors
John A. Hussey, New York City;
William A. Dugan, Dubuque, Iowa,
and Edward McCoy, Creston, Iowa.

Colonel J. M. Reynolds, of the First
Army observation group, is the senior
officer on board. He is a distinguished
conductor medal. Colonel
Henry Keep, U. S. A., engineer, who
was another passenger. The Three
Hundred and Twenty-seventh Casual
Company, composed of men from
Virginia, West Virginia, Maryland and
North and South Carolina, in command
of Lieutenant J. O. Hughes, of Bel-
air, Md., will arrive in the morning
after landing.

Lieutenant Briggs is one of the heroes
of the Marne. He led fifty-two men
in an attack on a Hun position, but
was killed. He was posthumously
awarded the Distinguished Service
Cross. The objective was taken.
All of the men from the battalion
Kearney and Dugan, which docked
early in the day, were debarked this
afternoon. The men of the University
of Virginia hospital unit, which has
been many months in France.

**SAMUEL W. MECK DEAD;
ONCE BUSINESS MANAGER
OF THE TIMES-DISPATCH**

Well Known Here in Business
and Social Circles—Was
Treasurer New York Times.

Samuel W. Meek, former business
manager of the Times-Dispatch, of
Richmond, died at his home in
Kansas City, after a year's in-
termittent illness from colonitis.

Mr. Meek was for many years prom-
inent in Richmond's business circles,
connected with a number of public enterprises
outside of his newspaper work. His
Philadelphia Press, and the Wash-
ington Post, and the New York Times
were among the newspapers with which
he was affiliated in the past.

Mr. Meek was the leading newspaper
man of the Mississippi.

Born in Montrose, Ark., in 1864, Mr.
Meek was graduated from the South-
western University, at Jackson, Tenn.,
and soon became a publisher in Nash-
ville. He later became business man-
ager of the Cleveland Plain Dealer,
the Cleveland Leader, and then came
to Richmond as business manager of
the Times-Dispatch.

He remained in Richmond until the
present owners. After this he was
business manager of the Philadelphia
Herald. Mr. Meek served in the
same capacity during the first year of
the existence of the Richmond Vir-
ginian.

In 1917 he became assistant treas-
urer of the New York Times and held
that position at the time of his death.
Funeral and burial will be at Nash-
ville, according to advices of New
York.

WILL BUILD MONSTER TEMPLE

Farmers' Educational and Co-Oper-
ative Union Will Erect Building
Costing \$1,250,000.

[By Associated Press.]

LYNCHBURG, Va., January 8.—The
Farmers' Educational and Co-Oper-
ative Union of America plans the erec-
tion in Washington of a monster
temple of agriculture to cost \$1,250,000.
The plan, in session here to-day,
was told by C. S. Barrett, the
national president. An endorsement
of \$100,000 has been planned. The
State Union Indorsement plan and
pledged financial support.

CONFEREES AGREE ON REVENUE BILL

Normal Income Tax Rate for
Year Fixed at 12
Per Cent.

SLASH OFF \$4,000,000,000

Schedule of Surtaxes Adopted
by Senate Affects Large
List.

WASHINGTON, January 8.—The
conferees of the Senate and the House
on the revenue bill to-day agreed to
the Senate amendments on the normal
income tax rate, the individual income
surtax and the extension of State,
county and city bonds from taxation.
Included in the sections agreed to is
the Senate provision fixing income
rates for 1920, which is part of the
plan adopted by the Senate to reduce
the collections for that year to \$4,-
000,000,000.

The normal income tax rate for the
coming year, under to-day's agree-
ment, will be 12 per cent of the net
income in excess of the personal ex-
emption of \$1,000 for a single man,
\$2,000 for a married man, \$3,000 and
\$200 for each dependent child; upon
the first \$4,000 of such income, how-
ever, the rate will be 8 per cent.

For the year ending June 30, 1920,
the rates will be 8 per cent and 4
per cent, respectively, and was an-
nounced that the meeting of the con-
feres, the first held since the bill was
passed by the Senate, was marked by
extreme harmony and that the agree-
ment was reached without much de-
bate.

**DEMOCRATIC MAJORITY
ASSURES ACCEPTANCE**

The 1920 plan was adopted by a
party vote as in the Senate, and the
democratic majority in each house as-
sured final acceptance of the plan
whenever the bill reaches the floor.
The schedule of surtaxes adopted by the
Senate and agreed to by the conferees
provides for the collection of the
following taxes on net income in ad-
dition to that collected under the
normal tax.

On the amount of income in excess
of \$5,000 and not over \$20,000, 1 per
cent; between \$20,000 and \$30,000,
2 per cent; between \$30,000 and \$40,000,
3 per cent; between \$40,000 and \$50,000,
4 per cent; between \$50,000 and \$60,000,
5 per cent; between \$60,000 and \$70,000,
6 per cent; between \$70,000 and \$80,000,
7 per cent; between \$80,000 and \$90,000,
8 per cent; between \$90,000 and \$100,000,
9 per cent; between \$100,000 and \$125,000,
10 per cent; between \$125,000 and \$150,000,
11 per cent; between \$150,000 and \$200,000,
12 per cent; between \$200,000 and \$250,000,
13 per cent; between \$250,000 and \$300,000,
14 per cent; between \$300,000 and \$350,000,
15 per cent; between \$350,000 and \$400,000,
16 per cent; between \$400,000 and \$450,000,
17 per cent; between \$450,000 and \$500,000,
18 per cent; between \$500,000 and \$550,000,
19 per cent; between \$550,000 and \$600,000,
20 per cent; between \$600,000 and \$650,000,
21 per cent; between \$650,000 and \$700,000,
22 per cent; between \$700,000 and \$750,000,
23 per cent; between \$750,000 and \$800,000,
24 per cent; between \$800,000 and \$850,000,
25 per cent; between \$850,000 and \$900,000,
26 per cent; between \$900,000 and \$950,000,
27 per cent; between \$950,000 and \$1,000,000,
28 per cent; between \$1,000,000 and \$1,250,000,
29 per cent; between \$1,250,000 and \$1,500,000,
30 per cent; between \$1,500,000 and \$2,000,000,
31 per cent; between \$2,000,000 and \$2,500,000,
32 per cent; between \$2,500,000 and \$3,000,000,
33 per cent; between \$3,000,000 and \$3,500,000,
34 per cent; between \$3,500,000 and \$4,000,000,
35 per cent; between \$4,000,000 and \$4,500,000,
36 per cent; between \$4,500,000 and \$5,000,000,
37 per cent; between \$5,000,000 and \$5,500,000,
38 per cent; between \$5,500,000 and \$6,000,000,
39 per cent; between \$6,000,000 and \$6,500,000,
40 per cent; between \$6,500,000 and \$7,000,000,
41 per cent; between \$7,000,000 and \$7,500,000,
42 per cent; between \$7,500,000 and \$8,000,000,
43 per cent; between \$8,000,000 and \$8,500,000,
44 per cent; between \$8,500,000 and \$9,000,000,
45 per cent; between \$9,000,000 and \$9,500,000,
46 per cent; between \$9,500,000 and \$10,000,000,
47 per cent; between \$10,000,000 and \$10,500,000,
48 per cent; between \$10,500,000 and \$11,000,000,
49 per cent; between \$11,000,000 and \$11,500,000,
50 per cent; between \$11,500,000 and \$12,000,000,
51 per cent; between \$12,000,000 and \$12,500,000,
52 per cent; between \$12,500,000 and \$13,000,000,
53 per cent; between \$13,000,000 and \$13,500,000,
54 per cent; between \$13,500,000 and \$14,000,000,
55 per cent; between \$14,000,000 and \$14,500,000,
56 per cent; between \$14,500,000 and \$15,000,000,
57 per cent; between \$15,000,000 and \$15,500,000,
58 per cent; between \$15,500,000 and \$16,000,000,
59 per cent; between \$16,000,000 and \$16,500,000,
60 per cent; between \$16,500,000 and \$17,000,000,
61 per cent; between \$17,000,000 and \$17,500,000,
62 per cent; between \$17,500,000 and \$18,000,000,
63 per cent; between \$18,000,000 and \$18,500,000,
64 per cent; between \$18,500,000 and \$19,000,000,
65 per cent; between \$19,000,000 and \$19,500,000,
66 per cent; between \$19,500,000 and \$20,000,000,
67 per cent; between \$20,000,000 and \$20,500,000,
68 per cent; between \$20,500,000 and \$21,000,000,
69 per cent; between \$21,000,000 and \$21,500,000,
70 per cent; between \$21,500,000 and \$22,000,000,
71 per cent; between \$22,000,000 and \$22,500,000,
72 per cent; between \$22,500,000 and \$23,000,000,
73 per cent; between \$23,000,000 and \$23,500,000,
74 per cent; between \$23,500,000 and \$24,000,000,
75 per cent; between \$24,000,000 and \$24,500,000,
76 per cent; between \$24,500,000 and \$25,000,000,
77 per cent; between \$25,000,000 and \$25,500,000,
78 per cent; between \$25,500,000 and \$26,000,000,
79 per cent; between \$26,000,000 and \$26,500,000,
80 per cent; between \$26,500,000 and \$27,000,000,
81 per cent; between \$27,000,000 and \$27,500,000,
82 per cent; between \$27,500,000 and \$28,000,000,
83 per cent; between \$28,000,000 and \$28,500,000,
84 per cent; between \$28,500,000 and \$29,000,000,
85 per cent; between \$29,000,000 and \$29,500,000,
86 per cent; between \$29,500,000 and \$30,000,000,
87 per cent; between \$30,000,000 and \$30,500,000,
88 per cent; between \$30,500,000 and \$31,000,000,
89 per cent; between \$31,000,000 and \$31,500,000,
90 per cent; between \$31,500,000 and \$32,000,000,
91 per cent; between \$32,000,000 and \$32,500,000,
92 per cent; between \$32,500,000 and \$33,000,000,
93 per cent; between \$33,000,000 and \$33,500,000,
94 per cent; between \$33,500,000 and \$34,000,000,
95 per cent; between \$34,000,000 and \$34,500,000,
96 per cent; between \$34,500,000 and \$35,000,000,
97 per cent; between \$35,000,000 and \$35,500,000,
98 per cent; between \$35,500,000 and \$36,000,000,
99 per cent; between \$36,000,000 and \$36,500,000,
100 per cent; between \$36,500,000 and \$37,000,000,
101 per cent; between \$37,000,000 and \$37,500,000,
102 per cent; between \$37,500,000 and \$38,000,000,
103 per cent; between \$38,000,000 and \$38,500,000,
104 per cent; between \$38,500,000 and \$39,000,000,
105 per cent; between \$39,000,000 and \$39,500,000,
106 per cent; between \$39,500,000 and \$40,000,000,
107 per cent; between \$40,000,000 and \$40,500,000,
108 per cent; between \$40,500,000 and \$41,000,000,
109 per cent; between \$41,000,000 and \$41,500,000,
110 per cent; between \$41,500,000 and \$42,000,000,
111 per cent; between \$42,000,000 and \$42,500,000,
112 per cent; between \$42,500,000 and \$43,000,000,
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114 per cent; between \$43,500,000 and \$44,000,000,
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117 per cent; between \$45,000,000 and \$45,500,000,
118 per cent; between \$45,500,000 and \$46,000,000,
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129 per cent; between \$51,000,000 and \$51,500,000,
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134 per cent; between \$53,500,000 and \$54,000,000,
135 per cent; between \$54,000,000 and \$54,500,000,
136 per cent; between \$54,500,000 and \$55,000,000,
137 per cent; between \$55,000,000 and \$55,500,000,
138 per cent; between \$55,500,000 and \$56,000,000,
139 per cent; between \$56,000,000 and \$56,500,000,
140 per cent; between \$56,500,000 and \$57,000,000,
141 per cent; between \$57,000,000 and \$57,500,000,
142 per cent; between \$57,500,000 and \$58,000,000,
143 per cent; between \$58,000,000 and \$58,500,000,
144 per cent; between \$58,500,000 and \$59,000,000,
145 per cent; between \$59,000,000 and \$59,500,000,
146 per cent; between \$59,500,000 and \$60,000,000,
147 per cent; between \$60,000,000 and \$60,500,000,
148 per cent; between \$60,500,000 and \$61,000,000,
149 per cent; between \$61,000,000 and \$61,500,000,
150 per cent; between \$61,500,000 and \$62,000,000,
151 per cent; between \$62,000,000 and \$62,500,000,
152 per cent; between \$62,500,000 and \$63,000,000,
153 per cent; between \$63,000,000 and \$63,500,000,
154 per cent; between \$63,500,000 and \$64,000,000,
155 per cent; between \$64,000,000 and \$64,500,000,
156 per cent; between \$64,500,000 and \$65,000,000,
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160 per cent; between \$66,500,000 and \$67,000,000,
161 per cent; between \$67,000,000 and \$67,500,000,
162 per cent; between \$67,500,000 and \$68,000,000,
163 per cent; between \$68,000,000 and \$68,500,000,
164 per cent; between \$68,500,000 and \$69,000,000,
165 per cent; between \$69,000,000 and \$69,500,000,
166 per cent; between \$69,500,000 and \$70,000,000,
167 per cent; between \$70,000,000 and \$70,500,000,
168 per cent; between \$70,500,000 and \$71,000,000,
169 per cent; between \$71,000,000 and \$71,500,000,
170 per cent; between \$71,500,000 and \$72,000,000,
171 per cent; between \$72,000,000 and \$72,500,000,
172 per cent; between \$72,500,000 and \$73,000,000,
173 per cent; between \$73,000,000 and \$73,500,000,
174 per cent; between \$73,500,000 and \$74,000,000,
175 per cent; between \$74,000,000 and \$74,500,000,
176 per cent; between \$74,500,000 and \$75,000,000,
177 per cent; between \$75,000,000 and \$75,500,000,
178 per cent; between \$75,500,000 and \$76,000,000,
179 per cent; between \$76,000,000 and \$76,500,000,
180 per cent; between \$76,500,000 and \$77,000,000,
181 per cent; between \$77,000,000 and \$77,500,000,
182 per cent; between \$77,500,000 and \$78,000,000,
183 per cent; between \$78,000,000 and \$78,500,000,
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185 per cent; between \$79,000,000 and \$79,500,000,
186 per cent; between \$79,500,000 and \$80,000,000,
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189 per cent; between \$81,000,000 and \$81,500,000,
190 per cent; between \$81,500,000 and \$82,000,000,
191 per cent; between \$82,000,000 and \$82,500,000,
192 per cent; between \$82,500,000 and \$83,000,000,
193 per cent; between \$83,000,000 and \$83,500,000,
194 per cent; between \$83,500,000 and \$84,000,000,
195 per cent; between \$84,000,000 and \$84,500,000,
196 per cent; between \$84,500,000 and \$85,000,000,
197 per cent; between \$85,000,000 and \$85,500,000,
198 per cent; between \$85,500,000 and \$86,000,000,
199 per cent; between \$86,000,000 and \$86,500,000,
200 per cent; between \$86,500,000 and \$87,000,000,
201 per cent; between \$87,000,000 and \$87,500,000,
202 per cent; between \$87,500,000 and \$88,000,000,
203 per cent; between \$88,000,000 and \$88,500,000,
204 per cent; between \$88,500,000 and \$89,000,